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號四十九月九年七十壹百九千壹英

HONGKONG, FRIDAY, SEPTEMBER 14 1917.

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Hongkong, April 11, 1912.

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Superior Old Cognac.

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Hongkong, April 1, 1912.

WONG PING WA, Manager.

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He has a good command of English and is conversant  
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BUILDERS OF SHIPS & ENGINES  
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F. O. PEUSTER,  
Manager.

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"CHINA MAIL" OFFICE.

## THE WAR.

### TO-DAY'S TELEGRAMS.

(Reuter's Service to the China Mail.)

#### THE KORNILOFF ADVENTURE

NO FIGHTING ANYWHERE SO FAR.

Petrograd, Sept. 13.  
M. Savinkoff, in an interview with  
a representative of the Associated  
Press said that General Korniloff, who  
is the Commander of General Korniloff's  
troops, was at Luga. So far,  
there had been no fighting anywhere.  
A portion of the Korniloff troops was  
fifteen miles from Tsarkoselo, and  
another portion at Gatchina.  
M. Savinkoff emphatically denied  
that any negotiations were proceed-  
ing, or could proceed, with General  
Korniloff.

#### GENERAL KORNILOFF'S PROCLAMATION.

London, Sept. 13.  
A telegram from Petrograd states  
that General Korniloff's proclamation  
says that his sole desire is to lead  
the country on the road to fortune,  
and that he will hold power only until  
the Constituent Assembly meets.

#### THE MUSSULMANS AND THE CRISIS.

Petrograd, Sept. 13.  
The Committee of the Mussulman  
Alliance sent a delegation to the  
Mussulman units, marching with  
General Korniloff.  
Telephone communication was  
established then negotiations took  
place, after which there was verbal  
discussion; all, however, proved  
fruitless.

#### KERENSKY, COMMANDER-IN- CHIEF.

Petrograd, Sept. 13.  
The appointments of M. Kerensky  
as Commander-in-Chief and General  
Alexieff, Chief of Staff, are confirmed.  
M. Skobeloff emphasised the neces-  
sity for continued vigilance because  
the criminal activity of General  
Kaledin indicated new anti-revolution  
attempts. He stated that the whole  
army administration would shortly  
be altered.

The Minister of the Interior stated  
that owing to General Korniloff's  
revolt, the Russian fronts had been  
defenceless and leaderless for three  
days. The most severe punishment  
must be applied to General Korniloff,  
and the Government would do  
nothing to soften his lot.

#### KORNILOFF'S MOVEMENT, DEFINITELY FAILING.

London, Sept. 13.  
The latest news from Petrograd  
still, evidently from Government  
sources, is that General Korniloff's  
movement appears to be definitely  
failing and a collision between the  
troops of the two parties is no longer  
to be apprehended.

General Alexieff, by telephone, is  
endeavouring to persuade General  
Korniloff to abandon his enterprise.  
The general opinion, therefore, is  
that General Korniloff will not pursue  
the enterprise further.

#### KORNILOFF ADVENTURE COLLAPSES.

London, Sept. 13.  
A telegram from Petrograd states  
that General Korniloff has expressed  
his willingness to surrender on terms,  
but the Government demands his  
unconditional surrender.  
Petrograd, Sept. 13.  
M. Skobeloff, the Minister of  
Labour, has stated that the Korniloff  
adventure had definitely collapsed  
and the Headquarters had surren-  
dered.

#### THE RIGA REGION.

GERMAN CAVALRY WITHDRAWN  
BEFORE RUSSIAN PRESSURE.

London, Sept. 13.  
A German official message states:—  
To the south of the Riga-Wenden  
Road, our cavalry withdrew before  
strong Russian pressure.

#### THE RUSSIAN REPORT.

A Russian official message, dated  
September 12, states:—  
On the northern front, our vanguards,  
after a stubborn battle took possession  
of Massive, to the south of Lake Plande  
and gained a footing on the Schkortzen-  
Silamouva line.

An official message to-day states:—  
Our vanguards are advancing in the  
direction of Riga and continue to hold  
the Nizau-Pepauske-Bayaz line.  
There was intense artillery activity to  
the south of Vidza, where we caused  
several explosions.

We took possession of a height to  
the south of Radatz and repulsed  
counter-attacks. We took 412 Austrian  
prisoners.

#### THE WESTERN FRONT.

##### THE LENS SECTOR.

London, Sept. 13.  
Field-Marshal Sir Douglas Haig  
reports:—  
We took a few prisoners on the  
Lens sector, last night.  
The artillery has been active in the  
Bullecourt, Messines and Langemarck  
areas.

#### OPERATIONS ON FRENCH FRONT.

London, Sept. 13.  
A French communiqué states:—  
The artillery duel continues to be  
violent in the region of Bixchoote.  
Our artillery, to the north of the  
Aisne, dominating the German bat-  
teries, which are very active in the  
region to the south of Juvin-court,  
prevented any attack.  
German aeroplanes bombed Dun-  
kirk.  
French airmen successfully bomb-  
ed Portemack, Gitzgelsindenken  
and Staden and an aerodrome to the  
north-east of Thourout.

#### NAVAL AIRCRAFT ACTIVITY.

##### RENEWED BOMBING IN BELGIUM.

London, Sept. 13.  
The Admiralty announces that  
naval aircraft dropped several tons  
of bombs on Thourout aerodrome and  
dumps at Bruges Docks, causing  
explosions. They also attacked the  
shipping at Zeebrugge Mole and  
directly hit a large destroyer and  
several seaplane sheds, causing a  
fire.

#### THE ITALIAN FRONT.

##### AUSTRIANS CLAIM ITALIAN OFFENSIVE FAILED.

London, Sept. 13.  
An Austrian official message, dated  
September 12, claims that the Italian  
offensive is a failure, and declares that  
the Italian losses total 230,000, includ-  
ing 20,000 taken prisoners.

#### LATEST ITALIAN REPORT.

An Italian official message states:—  
The enemy, with renewed intensity,  
attempted to dislodge us from Monte  
San Gabriello. He only gained a few  
advanced posts.

#### THE VALUE OF THE ROUBLE.

London, Sept. 13.  
While the exchange value of the  
rouble is at present only 64d., its  
intrinsic value, owing to the rise in  
the price of silver to 27 1/2d.

(Continued on Page 2.)



## INTIMATIONS

## HONGKONG GYMKHANA CLUB.

THE FOURTH GYMKHANA MEETING of the season will be held at HAPPY VALLEY on SATURDAY, the 15th September, 1917, commencing at 2.45 p.m. The Charge of Admission will be \$1.00 for others than Members of the Hongkong Jockey Club or GYMKHANA CLUB. Soldiers and Sailors in uniform Free. The Committee invite the Ladies of Hongkong to be present.

Hongkong, Sept. 13, 1917. 2067

## ST. STEPHEN'S COLLEGE.

THE MICHAELMAS TERM begins SATURDAY, September 15th. Students seeking admission should call upon the Warden on FRIDAY, 14th instant, between the hours of 10 A.M. and 1 P.M.

Hongkong, Sept. 8, 1917. 2069

## LOST:

Between Lyman and Victoria Barracks a BROWN POCKET BOOK containing a Royal Aero Club Certificate No. 2779 and a Royal Flying Corps Certificate No. 1243. A Reward will be given to the person forwarding same to Headquarters China Command.

Hongkong, Sept. 13, 1917. 2100

## WANTED.

YOUNG MAN with experience as TYPIST and STENOGRAPHER required by Shipping Firm. State previous experience and salary required. Apply—Box 450.

C/o "CHINA MAIL" Office.

Hongkong, August 1, 1917. 1207

## THE HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that DIVIDEND WARRANTS for the INTERIM DIVIDEND of \$2.50 per share payable to all Shareholders on the Company's Register at 30th September, 1917, may be obtained at the Office of the Company, 2, Queen's Buildings, Hongkong, on and after the 8th October, 1917, both days inclusive.

Notice is further given that the SHARE REGISTER and TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 6th October, 1917, both days inclusive. By Order of the Board of Directors, R.M. DYER, Chief Manager.

Hongkong, Sept. 10, 1917. 2061

## NATIONAL BANK OF CHINA LIMITED (IN LIQUIDATION).

(Incorporated in England.)

## UNREDEEMED BANK NOTES.

NOTICE IS HEREBY GIVEN that OUTSTANDING NOTES will be paid on presentation to the undersigned on or before SATURDAY, 29th September, 1917, at Noon. AFTER THAT DATE, holders will find it necessary to claim repayment in Sterling from the Board of Trade, LONDON, to whom the necessary funds will be remitted.

THE BOARD OF TRADE make a charge for payment of claims out of monies deposited in the "COMPANIES LIQUIDATION ACCOUNT" at the Bank of England.

A. R. LOWE, Liquidator.

Chartered Bank Building.

Hongkong, August 17, 1917. 2040

## COMIC

## REGAL

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BILLY WILLIAMS

6054 I've found Kelly ...  
6055 You're the one  
6056 I wish it was Sunday night  
6057 I'd wish that I was a Lady's man  
6058 My love from Glasgow Town  
6059 I never heard Father laugh so much before  
6060 It's a grand old song—  
6061 Home Sweet Home  
6062 The Kangaroo Hop  
6063 Mister John MacKenzie O'  
6064 I come from Scotland ...

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THE CIGARETTE WITH THE PEDIGREE



First to grow and first to smoke the Golden Herb, the Indians surely set the fashion our ancestors were eager to develop. To the natural quality of Virginia leaf the House of Wills has added all those modern hygienic methods of manufacture which tell for quality—pride in ancient lineage impels continuous watchfulness to maintain the high reputation gained for the Three Castles Cigarettes—not for worlds would the Makers do a thing to impair the quality for which this Brand was ever famed.

There's no sweeter Tobacco comes from Virginia and no better Brand than the "THREE CASTLES"

W.D. & H.O. WILLS  
Bristol & London  
England

## LONDON LETTER.

(From Our Own Correspondent.)

LONDON, July 27.

THE HOUSE OF WINDSOR. The selection by the King of the family name of the "House of Windsor" has been well received on the whole, though some consider it rather suburban, and would have preferred "the House of Albion" or "the House of Plantagenet." I understand that the selection was really due to the joint efforts of Lord Stamfordham and Lord Esher. Anyway, it is a step in the right direction, in cutting off all German connection, and it has been promptly followed by Prince Louis of Battenberg, who will be known henceforth as the Marquis of Milford Haven.

THE CABINET APPOINTMENTS. The changes in the Cabinet have not been met with overwhelming approval. Those of Mr. Churchill and Mr. Montagu are especially criticised, and Lord Charles Bessford has gone out of his way to hold a public meeting in the Queen's Hall to denounce the former as a failure of the first magnitude. Still, the mass of the people are disposed to give Mr. Churchill the 'fair chance' he asked for on Saturday, when he appealed to the Dundee electors for his re-election. The rise of Sir Eric Geddes, now first Lord of the Admiralty, has been sensational. From being a deputy manager of a railway he has been made, in the short space of three years, a General, an Admiral, and First Lord of the Treasury. He is an expert organiser and such are needed in these trying days of lavish expense.

The opposition to Mr. Montagu comes chiefly from officialdom, for they still cling to precedents and they say that to promote an Under Secretary of a Department to be Secretary in succession to the chief he served is contrary to all the traditions of the British Government. Now that business men are being admitted to the departments however, this argument has lost much of its weight, for the method complained of is considered quite natural and desirable in ordinary commercial circles.

As for the clubs, the saying current there is, "They (Churchill and Montagu) were amongst those who intrigued to get Asquith out in order to put Lloyd George in, and now he is rewarding them."

mandar-in-Chief told him plainly he could not countenance his appointment to high command in the field where he had no experience to justify it.

## CHANGED METHODS.

Many of us, early in the war, were inclined to think there was grave danger of militarism remaining in this country after peace had been declared. We are now of the opinion that the danger has receded, and is growing less every day. And now, to confirm this impression, come the revelations of military mismanagement of the medical examinations of recruits and Lord Derby's sudden announcement that the whole scheme is to be remodelled and transferred to civilian control.

Certainly after the war is over there will be a good deal of trouble for parliamentary candidates over two aspects of war management, the Mesopotamia scandal and the treatment of recruits, whereby unfit men were swiftly passed into khaki, to their own injury and to the heavy expense of the national Treasury. The exposure of some medical boards has done much to open the eyes of the public to the dangers of military methods of control.

As to Mesopotamia, the anger concerning that terrible tale of mismanagement, neglect and mis-aiding reports, burns deeply, even if under present circumstances it is not very visible. It will be an ugly question for years to come. Some signs of the impression made were visible at the meeting of the British Medical Association this week, when it was decided to mark the esteem of the profession for Lt.-Col. Carter, the regular officer who risked all the official displeasure by sitting down at Basra and writing home a full account of the sufferings of the soldiers and the official ineptitude that made no adequate provision to meet it.

There is change also at the Food Control Dept. where Lord Rhodes is taking stern measures against profiteering in food stuffs. Any man or concern which attempts to make war profits out of the necessities of the people, he warns them, will be prosecuted and the gully

## TO AVOID DYSENTERY

and Diarrhoea during the summer months a gentle laxative should be used whenever necessary to keep the system clean.



are laxative perfection. They dispel constipation, liveriness, acid indigestion, biliousness, and are good for the children, and adults. Of chemists, or post free, 50 cents the vial from Dr. Williams' Medicine Co., 25 Birchmen Road, Shanghai.

men will be sent to gaol. He promises a fall of threepence in the guernsey loaf (from a shilling to ninepence) and a shilling a pound for meat. All the staple foods are to be similarly controlled and the mills of the country will be managed by the State for the national interest. These proposals have been well received everywhere but in quarters that are interested in food speculation. It is a welcome change from the vacillation that has ruled up to now. With these methods properly administered, and with a due regard to economy on the part of the people, there is no doubt whatever that the German hope of starving England is doomed to disappointment. Sugar is to be rationed, on family tickets at the municipal authority. Tea, we are told, is to be very scarce within a few months, and even now no China tea worthy of the name can be obtained retail under 9/9 the pound. But on the whole, though living is very dear, we are doing fairly well, and the state of the country this week is reflected in the fact that the summer resorts are crowded with holiday makers, of course, mostly women and children.

## A TRUE BABY STORY.

Among the after-the-raid stories that went around London was one about the miraculous escape of a baby whose perambulator had been blown to bits by a bomb without any damage to the occupant. Something a little short of this did actually happen in a Roman Catholic church in a district which was visited by the raiders. A perambulator stood in the aisle with a baby in it, the baby's brother, a little older, stood near, and the mother was engaged with the other workers. Suddenly some large object fell clean through the roof and buried itself in the floor of the aisle. The baby made the church ring with its cries of terror, and rushing to the spot, the mothers found the "pram" wrecked, the wheels crumpled up, and the baby terribly frightened but untouched. The first impression was that a bomb had fallen through and failed to explode. Later it was found to be a large piece of shell.

## COUGHING INTO CONSUMPTION

"Only a Cough," but you stop it while it is ONLY a cough.

## WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND

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OF ALL CHEMISTS. Prices: 3/6 and 2/6

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A Great Factor in Food Economy.



Pure, full-cream milk enriched with all the nutritive values of selected malted barley and wheat in powder-form. Every particle is wholesome nourishment, it keeps indefinitely, and there is absolutely no waste. The addition of hot or cold water instantly forms a delicious food beverage to which nutritious and so easily digested that it is a valuable replacement for heavy meals of diet which require more digestive effort, yet at the same time it supplies fuller nutritive value. It is therefore economical in all respects and suits all ages.

READY IN A MOMENT BY STIRRING BRISKLY IN HOT OR COLD WATER ONLY. NO COOKING REQUIRED. Accept no substitute. There is nothing "just as good."

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THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS					
NAME OF DOCK OR SLIP	LENGTH OR KEEL BLOCKS	ENTRANCE BREADTH	DEPTH OVER KEEL AT ORDINARY WATER	KIND OF TIDE SPRINGS	
<b>KOWLOON</b>					
No. 1 Dock, Kowloon	707	107	10	10	10
No. 2 Dock, Kowloon	707	107	10	10	10
No. 3 Dock, Kowloon	707	107	10	10	10
No. 4 Dock, Kowloon	707	107	10	10	10
No. 5 Dock, Kowloon	707	107	10	10	10
No. 6 Dock, Kowloon	707	107	10	10	10
No. 7 Dock, Kowloon	707	107	10	10	10
No. 8 Dock, Kowloon	707	107	10	10	10
No. 9 Dock, Kowloon	707	107	10	10	10
No. 10 Dock, Kowloon	707	107	10	10	10
No. 11 Dock, Kowloon	707	107	10	10	10
No. 12 Dock, Kowloon	707	107	10	10	10
No. 13 Dock, Kowloon	707	107	10	10	10
No. 14 Dock, Kowloon	707	107	10	10	10
No. 15 Dock, Kowloon	707	107	10	10	10
No. 16 Dock, Kowloon	707	107	10	10	10
No. 17 Dock, Kowloon	707	107	10	10	10
No. 18 Dock, Kowloon	707	107	10	10	10
No. 19 Dock, Kowloon	707	107	10	10	10
No. 20 Dock, Kowloon	707	107	10	10	10
No. 21 Dock, Kowloon	707	107	10	10	10
No. 22 Dock, Kowloon	707	107	10	10	10
No. 23 Dock, Kowloon	707	107	10	10	10
No. 24 Dock, Kowloon	707	107	10	10	10
No. 25 Dock, Kowloon	707	107	10	10	10
No. 26 Dock, Kowloon	707	107	10	10	10
No. 27 Dock, Kowloon	707	107	10	10	10
No. 28 Dock, Kowloon	707	107	10	10	10
No. 29 Dock, Kowloon	707	107	10	10	10
No. 30 Dock, Kowloon	707	107	10	10	10
No. 31 Dock, Kowloon	707	107	10	10	10
No. 32 Dock, Kowloon	707	107	10	10	10
No. 33 Dock, Kowloon	707	107	10	10	10
No. 34 Dock, Kowloon	707	107	10	10	10
No. 35 Dock, Kowloon	707	107	10	10	10
No. 36 Dock, Kowloon	707	107	10	10	10
No. 37 Dock, Kowloon	707	107	10	10	10
No. 38 Dock, Kowloon	707	107	10	10	10
No. 39 Dock, Kowloon	707	107	10	10	10
No. 40 Dock, Kowloon	707	107	10	10	10
No. 41 Dock, Kowloon	707	107	10	10	10
No. 42 Dock, Kowloon	707	107	10	10	10
No. 43 Dock, Kowloon	707	107	10	10	10
No. 44 Dock, Kowloon	707	107	10	10	10
No. 45 Dock, Kowloon	707	107	10	10	10
No. 46 Dock, Kowloon	707	107	10	10	10
No. 47 Dock, Kowloon	707	107	10	10	10
No. 48 Dock, Kowloon	707	107	10	10	10
No. 49 Dock, Kowloon	707	107	10	10	10
No. 50 Dock, Kowloon	707	107	10	10	10
No. 51 Dock, Kowloon	707	107	10	10	10
No. 52 Dock, Kowloon	707	107	10	10	10
No. 53 Dock, Kowloon	707	107	10	10	10
No. 54 Dock, Kowloon	707	107	10	10	10
No. 55 Dock, Kowloon	707	107	10	10	10
No. 56 Dock, Kowloon	707	107	10	10	10
No. 57 Dock, Kowloon	707	107	10	10	10
No. 58 Dock, Kowloon	707	107	10	10	10
No. 59 Dock, Kowloon	707	107	10	10	10
No. 60 Dock, Kowloon	707	107	10	10	10
No. 61 Dock, Kowloon	707	107	10	10	10
No. 62 Dock, Kowloon	707	107	10	10	10
No. 63 Dock, Kowloon	707	107	10	10	10
No. 64 Dock, Kowloon	707	107	10	10	10
No. 65 Dock, Kowloon	707	107	10	10	10
No. 66 Dock, Kowloon	707	107	10	10	10
No. 67 Dock, Kowloon	707	107	10	10	10
No. 68 Dock, Kowloon	707	107	10	10	10
No. 69 Dock, Kowloon	707	107	10	10	10
No. 70 Dock, Kowloon	707	107	10	10	10
No. 71 Dock, Kowloon	707	107	10	10	10
No. 72 Dock, Kowloon	707	107	10	10	10
No. 73 Dock, Kowloon	707	107	10	10	10
No. 74 Dock, Kowloon	707	107	10	10	10
No. 75 Dock, Kowloon	707	107	10	10	10
No. 76 Dock, Kowloon	707	107	10	10	10
No. 77 Dock, Kowloon	707	107	10	10	10
No. 78 Dock, Kowloon	707	107	10	10	10
No. 79 Dock, Kowloon	707	107	10	10	10
No. 80 Dock, Kowloon	707	107	10	10	10
No. 81 Dock, Kowloon	707	107	10	10	10
No. 82 Dock, Kowloon	707	107	10	10	10
No. 83 Dock, Kowloon	707	107	10	10	10
No. 84 Dock, Kowloon	707	107	10	10	10
No. 85 Dock, Kowloon	707	107	10	10	10
No. 86 Dock, Kowloon	707	107	10	10	10
No. 87 Dock, Kowloon	707	107	10	10	10
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No. 95 Dock, Kowloon	707	107	10	10	10
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No. 97 Dock, Kowloon	707	107	10	10	10
No. 98 Dock, Kowloon	707	107	10	10	10
No. 99 Dock, Kowloon	707	107	10	10	10
No. 100 Dock, Kowloon	707	107	10	10	10
No. 101 Dock, Kowloon	707	107	10	10	10
No. 102 Dock, Kowloon	707	107	10	10	10
No. 103 Dock, Kowloon	707	107	10	10	10
No. 104 Dock, Kowloon	707	107	10	10	10
No. 105 Dock, Kowloon	707	107	10	10	10
No. 106 Dock, Kowloon	707	107	10	10	10
No. 107 Dock, Kowloon	707	107	10	10	10
No. 108 Dock, Kowloon	707	107	10	10	10
No. 109 Dock, Kowloon	707	107	10	10	10
No. 110 Dock, Kowloon	707	107	10	10	10
No. 111 Dock, Kowloon	707	107	10	10	10
No. 112 Dock, Kowloon	707	107	10	10	10
No. 113 Dock, Kowloon	707	107	10	10	10
No. 114 Dock, Kowloon	707	107	10	10	10
No. 115 Dock, Kowloon	707	107	10	10	10
No. 116 Dock, Kowloon	707	107	10	10	10
No. 117 Dock, Kowloon	707	107	10	10	10
No. 118 Dock, Kowloon	707	107	10	10	10
No. 119 Dock, Kowloon	707	107	10	10	10
No. 120 Dock, Kowloon	707	107	10	10	10
No. 121 Dock, Kowloon	707	107	10	10	10
No. 122 Dock, Kowloon	707	107	10	10	10
No. 123 Dock, Kowloon	707	107	10	10	10
No. 124 Dock, Kowloon	707	107	10	10	10
No. 125 Dock, Kowloon	707	107	10	10	10
No. 126 Dock, Kowloon	707	107	10	10	10
No. 127 Dock, Kowloon	707	107	10	10	10
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No. 133 Dock, Kowloon	707	107	10	10	10
No. 134 Dock, Kowloon	707	107	10	10	10
No. 135 Dock, Kowloon	707	107	10	10	10
No. 136 Dock, Kowloon	707	107	10	10	10
No. 137 Dock, Kowloon	707	107	10	10	10
No. 138 Dock, Kowloon	707	107	10	10	10
No. 139 Dock, Kowloon	707	107	10	10	10
No. 140 Dock, Kowloon	707	107	10	10	10
No. 141 Dock, Kowloon	707	107	10	10	10
No. 142 Dock, Kowloon	707	107	10	10	10
No. 143 Dock, Kowloon	707	107	10	10	10
No. 144 Dock, Kowloon	707	107	10	10	10
No. 145 Dock, Kowloon	707	107	10	10	10
No. 146 Dock, Kowloon	707	107	10	10	10
No. 147 Dock, Kowloon	707	107	10	10	10
No. 148 Dock, Kowloon	707	107	10	10	10
No. 149 Dock, Kowloon	707	107	10	10	10
No. 150 Dock, Kowloon	707	107	10	10	10
No. 151 Dock, Kowloon	707	107	10	10	10
No. 152 Dock, Kowloon	707	107	10	10	10
No. 153 Dock, Kowloon	707	107	10	10	10
No. 154 Dock, Kowloon	707	107	10	10	10
No. 155 Dock, Kowloon	707	107	10	10	10
No. 156 Dock, Kowloon	707	107	10	10	10
No. 157 Dock, Kowloon	707	107	10	10	10
No. 158 Dock, Kowloon	707	107	10	10	10
No. 159 Dock, Kowloon	707	107	10	10	10
No. 160 Dock, Kowloon	707	107	10	10	10
No. 161 Dock, Kowloon	707	107	10	10	10
No. 162 Dock, Kowloon	707	107	10	10	10
No. 163 Dock, Kowloon	707	107	10	10	10
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No. 165 Dock, Kowloon	707	107	10	10	10
No. 166 Dock, Kowloon	707	107	10	10	10
No. 167 Dock, Kowloon	707	107	10	10	10
No. 168 Dock, Kowloon	707	107	10	10	10
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No. 170 Dock, Kowloon	707	107	10	10	10
No. 171 Dock, Kowloon	707	107	10	10	10
No. 172 Dock, Kowloon	707	107	10	10	10
No. 173 Dock, Kowloon	707	107	10	10	10
No. 174 Dock, Kowloon	707	107	10	10	10
No. 175 Dock, Kowloon	707	107	10	10	10
No. 176 Dock, Kowloon	707	107	10	10	10
No. 177 Dock, Kowloon	707	107	10	10	10
No. 178 Dock, Kowloon	707	107	10	10	10
No. 179 Dock, Kowloon	707	107	10	10	10
No. 180 Dock, Kowloon	707	107	10	10	10
No. 181 Dock, Kowloon	707	107	10	10	10
No. 182 Dock, Kowloon	707	107	10	10	10
No. 183 Dock, Kowloon	707	107	10	10	10
No. 184 Dock, Kowloon	707	107	10	10	10
No. 185 Dock, Kowloon	707	107	10	10	10
No. 186 Dock, Kowloon	707	107	10	10	10
No. 187 Dock, Kowloon	707	107	10	10	10
No. 188 Dock, Kowloon	707	107	10	10	10
No. 189 Dock, Kowloon	707	107	10	10	10
No. 190 Dock, Kowloon	707	107	10	10	10



# PROSPECTUS

PRICE 50 cents.



Compania General de Tabacos de Filipinas.

NUEVO  
CORTADO  
EXTRA

\$3.25 per 100

A FIRST-CLASS CHEROOT AT A CHEAP PRICE.

A. S. WATSON &amp; CO., LTD.,

CIGAR MERCHANTS.

Telephone 618.

## To-day's Advertisements

THE UNION INSURANCE SOCIETY  
OF CANTON, LIMITED.  
Incorporated in Hongkong.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the UNION INSURANCE SOCIETY OF CANTON, LTD. will be held at the Head Office of the Society, Nos. 3 & 4 Queen's Buildings, Victoria, in the Colony of Hongkong, on the 27th September, 1917, at 12.15 o'clock p.m., when the subjoined Resolution passed at an Extraordinary General Meeting convened for that purpose and held on the 1st day of September, 1917, will be submitted for confirmation as a Special Resolution.

That the provisions of the Society's Memorandum of Association with respect to its objects be altered so as to read as shown in the printed copy of the Memorandum of Association signed for the purpose of identification by the Chairman of this Meeting.

Should the above Resolution be confirmed as a Special Resolution by the requisite majority the alterations in the Society's Memorandum of Association consequent upon the confirmation of the Resolution shall be deemed to have been made on the day of the confirmation.

A printed copy of the Memorandum of Association as proposed to be altered can be seen at the Head Office of the Society.

Dated this 14th day of Sept. 1917.  
C. H. R. HAY,  
per pro. General Manager.

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED),

## THURSDAY,

the 27th September, 1917, at 2.30 p.m., on the premises of the Hongkong and Kowloon Wharf and Godown Co., Kowloon, (Godown No. 25).

The following FURNITURE GOODS:—  
3 Large trunks of Composition Runner for machinery rooms, (3 feet wide),  
1 x 40 gallon oak heavy Oil,  
4 crates of Glass Jars,  
10 x 40 gallon Drums Carbolinum,  
3 x 10 gallon Drums Spirits of Wine,  
70 bags Stone Nuts,  
3 bags Shell "blacklips",  
30 bags Cocoa Nuts (damaged),  
2 cases Shell "blacklips",  
20 cases Mineral Water "Sauerbrunn".

Also immediately following the above sale, (in Godown 51), on the same premises, the undermentioned, (in Bond),  
11 cases Houses of Lords Whisky,  
20 cases of Beer.

On view from Tuesday the 25th inst. at noon.

Terms—Cash.  
HUGHES & HOUGH,  
Auctioneers.  
Hongkong, Sept. 14, 1917. 1105

## THE CALENDAR.

MEMOS FOR TO-MORROW.  
University Re-opens.  
3.30 p.m.—Gymkhana at Happy Valley.

## General Memoranda.

SUNDAY, Sept. 16—  
6.27 p.m.—New Moon.  
MONDAY, Sept. 17—  
Jewish year 5678 begins.  
TUESDAY, Sept. 18—  
2.30 p.m.—Auction of Furniture, Carpets, Pictures, Pianos, Pianos, etc., etc., at Messrs. Hughes and Hough's.  
3 p.m.—Auction of 33 volumes of "Encyclopaedia Britannica".  
WEDNESDAY, Sept. 19—  
9 p.m.—Police Reserve Band Night in the Public Gardens.  
THURSDAY, Sept. 20—  
Settlement Day: Hongkong Stock Exchange.  
THURSDAY, Sept. 20 & SAT. 21 Sept.—  
V.R.C. Annual Aquatic Sports.  
FRIDAY, Sept. 21—  
10.30 a.m.—Auction of Drugs, Chemicals, Hospital Sundries, etc., etc., at Messrs. Hughes and Hough's.  
Nood—Douglas Steamship Co.'s Meeting.  
SATURDAY, Sept. 22—  
At Frisco Fair in aid of Society of St. Vincent de Paul.  
MONDAY, Oct. 1—  
October Criminal Sessions commence.  
MONDAY, Oct. 8—  
General Holiday.

## The China Mail.

HONGKONG, FRIDAY, SEPT. 14, 1917.

## THE POWERS AND PEACE.

NEITHER the Allies nor the enemy Powers seem yet to have returned replies to the Papez Peace Note. A prompt reply was forthcoming from the President of the United States, but America has a semi-independent standing in the "war. She is not committed, as the other Allies are, to common action in the matter of the Peace settlement, but her stand is clearly based on political principles which carry her as far as any of the Allies can desire to go. In accordance with the Agreement existing between them, the Allies are considering together the Pope's proposals, and if the reply given is not a joint one the individual replies are likely to be identical. No doubt the new crisis in Russia has served to delay the joint consideration of the Note, but so far as the telegrams reveal the situation to us there is no indication that a separate peace is aimed at by the military group which is seeking to overthrow the KERNENSKY Government. Both parties aim at triumph over the enemy. Where they disagree is evidently in regard to the means by which unity in the ranks, civil as well as military, which is essential to success, is to be achieved. The reports which have been circulating in diplomatic circles at Washington, regarding the terms on which Germany is prepared for peace, are evidently not taken very seriously. If they truly represent the present frame of mind in Germany they certainly show a great advance upon anything Germany has adumbrated hitherto. According to these reports she is willing to restore Belgium and northern France, but on condition that Great Britain defrays the cost of the restoration by purchasing the German Colonies! She is willing also to restore Serbia and Rumania, to agree to the independence of Alsace and Lorraine, and to Trieste becoming a free port. Other items are stated to be disarmament, international police, and freedom of the seas with Great Britain controlling the Channel until a channel tunnel is built. Until these proposals are formally submitted by Germany they can hardly be treated seriously, but if they really do represent the latest ideas of the German Government on the subject of peace it is obvious that they represent a considerable stride towards the goal of peace. If these ideas are embodied in the reply which Germany makes to the Pope's Note they will, at least, afford a basis for further discussion until the "irreducible minimum" of each is definitely ascertained. It has been stated from Washington that the American Government has advised the American Government that its reply to the Pope's Note will be practically on the same lines as President WILSON's reply. An important paragraph in that reply says:—"We cannot take the word of the present rulers of Germany as a guarantee for anything that is to endure unless it is explicitly supported by such conclusive evidence of the will and purpose of the German people themselves as other peoples in the world would be justified in accepting. In other words, any peace proposals which come from Germany to the Allies

must come not merely from the rulers but from the German people as a nation. One of the German papers this week has declared that "a gigantic majority" of the German people are in favour of peace. They presumably know the only conditions on which they can have it, and it remains for this "gigantic majority" to give to the desire its proper expression in the Reichstag.

## NEWS OF THE DAY.

## LOCAL AND GENERAL.

A Chinese aged 38 tried to commit suicide yesterday by jumping from a Yau-mat ferry launch into the harbour.

We have received from the Chinese Maritime Customs Part III of the Returns of Trade for 1916. This fascicle gives the analysis of the import trade.

The Police have been informed that the s.s. *Kenny Thiep* reached Canton minus a passenger. It is presumed that the missing man must have committed suicide by jumping overboard.

A Chinese youth was admitted to the Government Civil Hospital yesterday suffering from injuries to the head caused by being knocked over by a motor car belonging to the Connaught Garage.

We have received from Mr. Stabb, the Hon. Treasurer, a list of some 500 Chinese subscriptions to the War Charities Fund in amounts ranging from \$300 to single dollars. This forms part of the 18th list of subscriptions, the number received being so large that the list has to be issued in two sections. This first part represents a total of \$24,655.48.

It appears, says the *Straits Times*, that there is going to be "General Post" among the Judges in the Straits and F.M.S. either in January or February next year, and it is not unlikely when that happens that one of the Penang Judges will make periodical visits to Ipoh, to assist the Ipoh Judge, whose duties are getting more and more arduous, says the *Times of Malaya*. There will be two vacancies on the Bench next year, when Sir Thomas Braddell's leave expires and when Mr. Justice Elden retires, as it is rumoured he will do some time next year, after Mr. Justice Sproule returns from a holiday in Canada and the States.

## GREAT FLOODS IN CHINA.

## THREE MILLION PEOPLE HOMELESS.

SHANGHAI, Sept. 13.  
Owing to floods, 3,000,000 people are homeless and destitute in Chihli. The number of people drowned is indeterminate.

There has been great destruction also, in Honan and Hupah and large districts in North China are virtually impassable, except by boats.

The Chinese Red Cross Society is urgently appealing to the nation for relief—*Reader*.

## Y.M.C.A. HONGKONG HUTS.

It will interest subscribers to learn that the Colony's subscription of \$1,800 in April last for Y.M.C.A. Hongkong Huts has been utilised to open one hut at Chiseldon (near Swindon) one at Murren (Switzerland) and one at Bagdad.

## OUR DAY.

## THE SINGAPORE PLANS.

At the "Our Day" meeting at Singapore the Hon. Mr. F. S. James presided over a large attendance. The date fixed was Oct. 27th, and the fixtures include a subscription campaign, a Community campaign, a gymkhana, dramatics, and cinema takings, Chinese fables, etc. The Chairman stated that a lottery would be organised by the Sporting Club from which the Fund would probably get \$250,000.

Describing the lottery to be inaugurated in Singapore the *Free Press* says:—"The lottery will be for one million dollars, and a quarter will go to the Our Day Fund. If the lottery fills, the first prize will be a quarter of a million, the second \$100,000, the third \$50,000; there will be fifty prizes of \$5,000 and one hundred of \$2,000. Tickets will be on sale at all banks in the Colony and F.M.S. Prizes will be given in six per cent. Straits War Loan bonds and the drawing will take place at the Memorial Hall on Friday, October 26, at 9 p.m."

## THE PAY OF THE SERVICES.

## THE DOLLAR EXCHANGE GRIEVANCE.

Mr. E. A. M. Williams, Hon. Secretary of the Hongkong Branch of the Navy League, sends for publication the following copy of a letter dispatched by him to the parent organisation:—  
8th September, 1917.

P. J. Hannon, Esq.,  
General Secretary of the Navy League,  
13, Victoria Street,  
London S.W.

Dear Sir,—I beg to confirm my telegram of the 25th ultimo reading as follows:—

"Hongkong Branch Navy League strongly supports application Navy and Military Services for relief from unbearable hardship caused by high rate of exchange, which reduces local pay silver currency by over one-third, against this London newspapers."

In case this question of local currency is not closed to me I will endeavour to explain the position in this port and, indeed, in China generally.

The currency of Hongkong and of China may be said to be the silver Mexican dollars, the sterling equivalent of which fluctuates from day to day with the price of silver on the London or New York markets. To illustrate this, please note the following summary of Far Silver prices and sterling values of Hongkong Silver Dollars:—

	Sterling	Bar Silver	Equivalent to
			Hongkong Dollar.
Highest.	Lowest.	Highest.	Lowest.
1890 52 1/2	31 1/2	4/0	3/7 1/2
1900 54 1/2	43 1/2	4/10	3/11 1/2
1909 50 1/2	27 1/2	2/11	3/11 1/2
1917 50 1/2	23 3/16	1/10 1/8	1/8 3/16

During the War the price of Bar Silver has steadily increased until to-day it is 40 and the sterling equivalent of the Hongkong dollar is 3/3.

Mercantile assistants and civil servants coming from the homeland have, as a general rule, their salaries fixed in sterling by agreement, and from 1914 to 1917 it may be roughly assumed that in fixing these salaries employers have had in mind a dollar having a sterling value of round a out 2/-. It will be seen that a man whose sterling salary is, say, \$300 per annum has, until 1915, been drawing in local currency about 3,000 silver dollars. This man now draws at the current exchange \$180, or 30 per cent. at the same time the actual purchasing value of the silver dollar has decreased, for the price of practically all local necessities, and even in the case of things which may be said to be in the nature of imported luxuries, the high exchange rate has failed to compensate for the higher cost of production, freight, etc. In the case of the Services whose sterling pay translated into local currency barely suffices for essential needs in normal times, the position of the men, both Army and Navy, at the moment is intolerable. Married men, in order to provide the bare necessities of life for their families, are reduced to the degradation of accepting private charity.

Representations have been made by the heads of the Navy and Army to the authorities. His Excellency the Governor has communicated to the Secretary of State and urgent telegrams have been despatched by the Joint Committee of the Hongkong General Chamber of Commerce and the local branch of the China Association to the Prime Minister, all without apparent effect.

The feeling among the services is intense, and I enclose for your information cuttings from the press, of correspondence and leading articles.

In 1913 the Hongkong Government, presumably with the approval of the Home Authorities, recognised the hardship caused to civil servants by a high dollar and granted them the privilege for the future of drawing 100 per cent. of their pay at 1/9 to the dollar, and the balance at current rate. It is urged that a similar concession should be granted to members of the Services stationed in Hongkong and China generally, and that any concession should be retrospective.

I trust you will give the subject matter of this letter the very widest publicity as it appears that only a Press campaign can move the Imperial authorities to ordinary acts of justice.

I am, dear sir, yours faithfully  
E. A. M. WILLIAMS.

## THE TYPHOON.

## BIG DAMAGE AT AMOY.

The last typhoon, which originated in the Pacific, east of Japan, went through the Bushi Channel, and following its direct N.W. course, travelled with such speed, after crossing the south of Formosa and entering the Formosa Channel, that it covered 400 miles in 24 hours—nearly 18 miles an hour—and struck Amoy, the port having had no warning of its approach.

Considerable damage was done. A telegram to one of the principal honghs here says it was the worst blow Amoy has experienced for the last 30 years; "all small shipping destroyed, rest ashore."

We hear that the Osaka Shosen Kaisha's *Amakusa Maru*—ashore, also Butterfield & Swire's bulk. We hear that arrangements are being made to have the *Maria* boat towed down and docked in Hongkong. The roof of B. & S.'s godown has been blown off and considerable other damage has been done to other property. Messrs. details only have so far reached the Colony. The international steamship there, the *s.s. Kaituma*, has probably been badly damaged as we understand there was no one on board to look after her. The *s.s. Sunning*, with the Siberian mail on board, due to-day, will probably be delayed for want of facilities to unload cargo at Amoy. To-day's pleasant breeze and good weather are due to the first taste of the North-East Monsoon.

## PUBLIC WORKS IN HONGKONG.

## FEATURES OF THE D.P.W.'S ANNUAL REPORT.

The voluminous Report by the Director of Public Works for the year 1916 was laid on the table of the Legislative Council yesterday.

We give below a summary of its leading features.

## FINANCIAL.

The actual expenditure of the Department totalled \$2,272,949.50, showing a net decrease of \$525,081.10 as compared with that of 1915.

The revenue from the Water Works was \$470,766.61, showing an increase of \$19,249.12.

## LAND SALES.

Land sales, extensions and grants during the year brought in a total premium of \$313,447.07, but in addition to this premium derived from the sale of rights to erect piers brought in \$35,209.02 and this with two other smaller sums—brought in the actual amount of premium paid into the Treasury to \$35,716.89, whereas the estimate amounted to \$150,000.

Twelve lots in Hongkong and three in Kowloon were sold by auction during the year realising \$62,992 and \$83,831 respectively.

## BUILDINGS.

The Report shows a considerable increase in the number of plans dealt with under the Building Ordinance as compared with 1915, the greatest difference being in the number deposited for new houses and for alterations and additions to existing buildings.

Plans for new European houses totalled 75, and for Chinese houses 392.

## IMPROVEMENTS OF PUBLIC STREETS.

The policy of requiring houses, when undergoing reconstruction, to be built at a higher level where necessary in order to provide for the future raising of certain low-lying areas in Hongkong and Kowloon has been continued. In some cases, straggles are made with owners whereby the ground-floors of their houses are retained at their former levels upon their giving an undertaking to raise such floors when the raising of the street is carried out.

In the case of some streets, steps have been taken towards effecting improvements in the building lines whilst in others schemes for widening have been decided upon. These proposals are being carried into effect as opportunity arises. The principal schemes of this nature are the following:—

- The widening of Canton Road, Battery Street, Reclamation Street, and Shanghai Street, so as to provide a main thoroughfare, partly 60 and partly 55 wide, extending along the western side of Kowloon Peninsula from Salisbury Road to the old boundary line.
- The widening of Main Street, Shaikwan East, to 25 feet, including improvements in alignment.
- The partial widening of Bonham Strand with a view to providing a uniform width of 33 feet throughout.

## RECLAMATIONS.

The following is a statement of the private reclamations which were completed or in progress during the year:—

	Area in Sq. Ft.
Shaikwan Inland Lot 433, (completed),	11,268
Marine Lot 321, North Point, (completed),	125,000
The Old Plover Basin, Kowloon Point, (in progress),	22,615
The areas stated are those of the lots which extend further inland than old high water mark and are therefore not exclusively reclaimed from the sea.	
In addition to the above, a war was made with the reclamation of a large area at the head of Kowloon Bay, covering about 230 acres to form a residential area for the better-class Chinese.	

Total, 1923,174.32

Cost of supervision, including salaries of Engineering Staff, Overseers, and Foremen, and hire of launches, 108,604.82

Cost of dredging, 155,178.65

Contract payments, 1,923,174.32

Total, 2,208,584.99

## PRAYA EAST RECLAMATION SCHEME.

The proposal to proceed with this work, which has remained in abeyance since 1905, (vide paragraph 82 of 1905 Report), having been revived, negotiations with the Naval Authorities and with Messrs. Jardine, Matheson & Co., regarding certain matters involved in the scheme were proceeded with. In the former case, the negotiations related to a proposal to acquire a corner of the Arsenal Yard with a view to affording direct communication from Queen's Road to a new main thoroughfare to be laid out on the Reclamation, thus eliminating the existing bends formed by Arsenal Street. Questions relating to the junction of the Reclamation with Admiralty property had also to be arranged. All these matters were finally settled by a letter from the Admiralty, dated 28th November, 1916, agreeing to the terms which had been proposed by the Colonial Government.

In the latter case, the negotiations related to a proposal to convert a portion of L.L. 29, which fronted on Praya East into a Marine Lot and to the surrender or exchange of certain portions of M.L. 62 and L.L. 29 and 30 in connection with the extension past East Point property of the new main thoroughfare already alluded to. A statement of the terms of settlement with regard to the conversion of a portion of L.L. 29 into a Marine Lot will be found in paragraph 16 of this Report. The other matters

Considerable progress was made with the alterations involved in converting the old Cotton Mills buildings (Inland Lot 1018, Causeway Bay) for occupation by the French Convent, the School and Sisters' Quarters being completed by the end of the year.

The erection of a new building for the Missions Etrangères on Inland Lot 82, at the top of Battery Path, was commenced.

Considerable alterations were made to the ticket offices and gangways on the Star Ferry Wharf opposite Ice House Street.

The erection of a Chapel, Hospital, Dormitories, and Sisters' Quarters for the Italian Convent on Inland Lot 148, Causeway Road, was commenced.

The erection of a large block of buildings, comprising gymnasium, swimming-bath, concert-room, recreation-rooms, class-rooms, hostel, etc., for the Chinese branch of the Y.M.C.A. on Inland Lot 2,048, Tai Pingshan, was commenced.

A School for Indian Boys on Inland Lot 2,121, Sookanpoo Valley, was completed.

Considerable progress was made with the wharf and godown for the Ocean Steamship Company (K.M.L. 88), Salisbury Road.

A new steel pier, 655 feet long, to accommodate the largest ocean-going steamers which visit this port, was constructed opposite K.M.L. 91 for the Hongkong and Kowloon Wharf and Godown Co.

## ROAD MAINTENANCE.

The road surfaces of the City, approximately 60, were maintained generally in a satisfactory condition, the bituminous treatment of carriage-ways throughout the City being considerably extended with the satisfactory result of further appreciably diminishing erosion.

With a Government Quarry in operation, enabling carefully screened grades of stone to be obtained, it has become possible to greatly extend the use of Artificial Asphalt in situations where the nature and amount of the traffic renders the adoption of such paving desirable. With the products of the Quarry, the manufacture of granolithic paving slabs for footways has also been extensively introduced. The slabs are made to standard sizes, the standards being so arranged as to suit the prevailing widths of pavements, thus reducing waste to a minimum. During the year, 6,600 slabs were made. The manufacture of tar macadam is also carried on at the quarry, the quantity produced during the year amounting to 762 cubic yards.

Kowloon roads, approximately mileage 28, were generally maintained in a satisfactory manner. The same is said of the roads in the New Territories, approximately mileage 50. Improved surfacing was introduced on a number of roads in Kowloon.

## THE TYPHOON REFUGE MONGKOKTSUI.

With regard to the settlement of the breakwater, the central indicator referred to in last year's Report showed a further subsidence of 3 inches from June, 1915, to December, 1916. The total settlement below the surface of the dredged trench, as recorded by this indicator, from January, 1911 when it was lowered into position, to December, 1916, amounted to 6' 5".

From levels which have been taken on the top of the breakwater, it is found that, during the period first mentioned, (June, 1913, to December), settlement has occurred varying from 1' at the north end to 5' at the south end, except that over the central portion of the curve, for a length of about 400 feet, the subsidence has been materially greater, being as follows:—

June, 1915, to Sept., 1917, 4' 7"

March, 1916, 9"

Dec., 1916, 16"

The following is a detailed statement of the expenditures in connection with the Typhoon Refuge:—

Preliminary & incidental expenses, including cost of survey, &c., &c.,	\$ 19,360.09
Consulting Engineer's fees (207 2s. 6d.),	2,327.10
Cost of supervision, including salaries of Engineering Staff, Overseers, and Foremen, and hire of launches,	108,604.82
Cost of dredging,	155,178.65
Contract payments,	1,923,174.32
Total,	2,208,584.99

## PRAYA EAST RECLAMATION SCHEME.

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were also satisfactorily arranged, the negotiations being concluded in November, 1916.

In order to enable reliable estimates of the scheme to be prepared, soundings were taken over an extensive area, the area to be reclaimed being defined by piles driven into the bed of the harbour. The cost of these operations was defrayed from an "Advance Account," the expenditure during the year amounting to \$6,989.21, of which \$5,518.40 represented the salary of the officer principally engaged on the work. Operations were still in progress at the close of the year.

Elsewhere in the Report in connection with the prospective Praya East Reclamation Scheme, it is mentioned that the Government claimed from Sir R. W. B. Jardine, the owner of Inland Lot 29, a sum of \$63,457 in respect of the conversion into a Marine Lot of a portion of the lot mentioned, which fronted on Praya East. Sir R. W. B. Jardine was also the owner of Inland Lots 1019—1021, situated in the Sookanpoo Valley, where conditions were favourable for the formation of an additional public recreation ground of considerable extent. As the value of Inland Lots 1019—1021 was approximately equal to the amount claimed by Government in respect of the partial conversion of Inland Lot 29, it was arranged that their surrender to Government should be accepted in satisfaction of the claim. The surrender was duly effected.

## HONGKONG GYMKHANA CLUB.

## TIPS FOR TO-MORROW.

The weather promises fair and the results are so extremely open—even to "those in the know"—the racing at to-morrow's Gymkhana will be very interesting; the race for the "big event"—The Gymkhana Stakes—should result in a very close finish.

The following are some selections:

## FIVE FURLONGS.

Anticipation,  
Titmouse, Billikin.

## GYMKHANA STAKES.

Windser Dublin,  
Australian Chief, Pingwu Chief.

## A "CLAS".

Rex,  
Hush Hush, Ben Bolt.

## B "CLAS".

Whipper-in,  
Choice Dublin, First Violin.

## DISTANCE HANDICAP.

Ben Bolt,  
Green Elevator, Tom Cobleigh.

## ONE AND A QUARTER.

Windser Dublin or  
Australian Chief,  
Ploughfield, King Dick.

## VICTORIA RECREATION CLUB.

## ANNUAL AQUATIC SPORTS.

The Annual Aquatic Sports of the V.R.C. will be held on Thursday, Friday and Saturday, 27th, 28th and 29th inst. The following are the events: chief of which are the Half Mile, 220 Yards Championship, 100 Yards Championship, Ladies' 50 Yards Handicap,







## SHIPPING

## P. &amp; O. S. N. Co.

## ROYAL MAIL SERVICE.

Will dispatch VESSELS to the Undermentioned PORTS  
LONDON and BOMBAY, via SINGAPORE, PENANG, COLOMBO, PORT  
SAID and MARSEILLES.

SHANGHAI, MOJI and KORE.

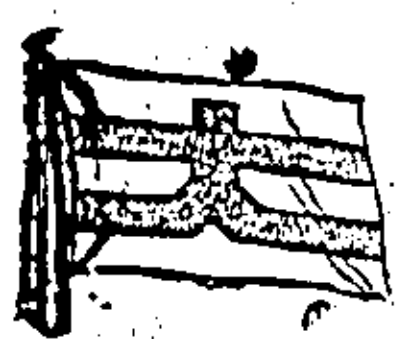
LONDON via SINGAPORE, PENANG, COLOMBO, BOMBAY, PORT SAID  
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LONDON and BOMBAY via SINGAPORE, PENANG, COLOMBO, PORT  
SAID and MARSEILLES.

Wireless on all steamers. Return tickets at a fare and a-half available to  
Europe for two years, or Intermediate Ports for six months. Round-the-world and  
through tickets to New York, at Special Rates.

For PASSAGE RATES, HAND-BOOKS, FREIGHTS, DATES OF SAILING  
E. V. D. PARR, Superintendent.  
Apply to: P. & O. S. N. Co.'s Office.



# O. S. K. OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS  
FROM HONGKONG.

(SUBJECT TO ALTERATION).

**North American Line.** For VICTORIA, SEATTLE and TACOMA, via  
SHANGHAI, MANILA, NAGASAKI, MOJI,  
KORE and YOKOHAMA.  
"MEXICO MARU"..... Saturday, 15th Sept. at 3 p.m.  
"HAWAII MARU"..... Wednesday, 26th Sept. at Noon.

**FORMOSAN LINE.**—For Tamsui, Keelung, Anping and Takao, via  
Swatow and Amoy.  
"KALUO MARU"..... Sunday, 23rd Sept. at Noon.  
Calling at Tamsui, Keelung, Anping and Amoy.

These Formosan Liners will arrive at and depart from the SOON YIP WHARF,  
near the Harbour Office and while the steamer is alongside the wharf Telephone  
No. 78 will be fixed.

**SOUTH AMERICAN LINE.**—Every three months steamers proceed  
to Rio de Janeiro, Santos and Buenos Aires, via Singapore, Mauritius,  
Port and Cape Town.

**AUSTRALIAN LINE.**—Monthly service between Japan and Adelaide,  
calling at Auckland, N.Z., Sydney and Melbourne.

**BOMBAY LINE.**—Fortnightly service for Bombay calling at Singapore,  
Port Swettenham, Penang and Colombo. At present this line's steamers  
take cargo only.

**JAVA LINE.**—Monthly service for Java ports calling at Manila, Sandakan  
and Macassar. Booking for passengers and cargo to these ports.

FOR SAILING DATES AND FURTHER PARTICULARS  
APPLY AT THE OFFICE.

M. HIGUCHI, Manager.  
No. 1, Queen's Building.

Tel. Nos. 744 & 745.

# "NEDERLAND" ROYAL MAIL LINE

(STOOMVAART MAATSCHAPPY "NEDERLAND").

# ROTTERDAM LLOYD ROYAL MAIL LINE

(STOOMVAART MAATSCHAPPY "ROTTERDAMSCHE LLOYD").

Joint Service between NETHERLAND INDIES, SINGAPORE, HONGKONG and  
SAN FRANCISCO.

Next sailings for SAN FRANCISCO via NAGASAKI, YOKOHAMA and  
HONOLULU.

STEAMERS TONS SAILING DATE

"ORANJE"..... 8,000..... 15th September.

"KONINGIN DER NEDERLANDEN"..... 15,000..... 26th September.

"OPHELIE"..... 8,000..... 10th October.

These superior passenger steamers have accommodation for first and second  
class saloon passengers.

For further particulars please apply to  
JAVA-CHINA-JAPAN LLN,  
AGENTS.

# HONGKONG-NEW YORK.

REGULAR SAILINGS FOR BOSTON & NEW YORK via  
PORTS and SUEZ and PANAMA CANALS.

(With liberty to call at the Atlantic Coast).

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# NATAL LINE OF STEAMERS.

TAKING CARGO on through Bills of Lading to SOUTH AFRICAN PORTS  
with transshipment at CALCUTTA, in conjunction with the  
INDO-CHINA STEAM NAVIGATION CO., LTD.  
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Sailings from Hongkong.

Steamer from Hongkong on or about Connecting at Calcutta with On or about

A steamer: Shortly

For freight and further particulars apply to

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# THE NANYO YUSEN KAISHA

(SOUTH SEA MAIL S. S. CO.)

Fast Mail Service of Steamers between Japan, Hongkong, Singapore,  
Batavia, Samarang and Sourabaya.

Sails on or about

For sailing dates Freight or Passages apply to

DODWELL & CO., LTD., Agents.

## SHIPPING

# C. N. C. CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR STEAMERS TO SAIL

SHANGHAI SWATOW & BANGKOK..... Sept. 16, at Noon.

SHANGHAI SWATOW & BANGKOK..... Sept. 18, at 4 p.m.

SHANGHAI SWATOW & BANGKOK..... Sept. 20, at 4 p.m.

SHANGHAI SWATOW & BANGKOK..... Sept. 22, at Noon.

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## SHIPPING

## DOUGLAS STEAMSHIP CO. LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good  
Accommodation for First Class Passengers. Electric Lights and Fans in Staterooms  
and Saloons. Excellent Cuisine.

# SWATOW, AMOY & FOOCHOW

AND RETURN.

(Occupying 9 to 10 Days)

STEAMERS CAPTAIN LEAVES

HAITAN..... Capt. A. E. Hodgins..... TUESDAY, 18th Sept. at 12 Noon.

# SWATOW

Arrivals and Departures from the Company Wharf (near Blake Pier).

For FREIGHT and PASSAGE apply to—

DOUGLAS LAFRAIK & Co.  
General Managers.

## NOTICES TO CONSIGNEES

TOYO KISEN KAISHA.

FROM SAN FRANCISCO via  
HONOLULU and JAPAN PORTS.

THE Steamship

"PERSIA MARU"  
The above named Steamer having  
arrived, Consignees of Cargo are hereby  
notified to send in their Bills of Lading  
for counter signature, and to take immediate  
delivery of Cargo from the wharf on TUES-  
DAY, 11th September, at 5 p.m. will be  
landed at Consignees' risk and expense,  
and delivery must then be taken from the  
Company's Godown.

Storage charges will be assessed on all  
Cargo remaining undelivered on SUN-  
DAY, 10th September, at 5 p.m.  
No Fire Insurance, whatever will be  
effected.

No Claims will be recognised after the  
Goods have left the Steamer or Godown.  
All chafed and damaged Cargo will  
be landed into the Company's Godown  
where they will be examined on 10th  
September at 10 a.m.

No Claims will be recognised if filed  
after the 30th September, 1917.

T. DAIGO,  
Agent.

Hongkong, Sept. 11, 1917. 3096

"BEN" LINE OF STEAMERS.

FROM LIVERPOOL, GLASGOW  
AND STRAITS.

THE Steamship

"BENRINNES"  
Consignees of Cargo are hereby informed  
that all Goods are being landed at their risk  
into the hazardous and/or extra hazardous  
Godowns of the Hongkong and Kowloon  
Wharf and Godown Co., Ltd., whence  
and/or from the wharves delivery may be  
obtained.

No Claims will be admitted after the  
Goods have left the Godown, and all  
Goods remaining undelivered after the  
15th Sept., will be subject to rent.

All Claims against the Steamer must be  
presented to the Underigned on or before  
the 22nd Sept., or they will not be re-  
cognised.

All broken, chafed and damaged Goods  
are to be left in the Godowns, where they  
will be examined on the 15th Sept.,  
at 11 a.m.

No Fire Insurance has been effected.  
Bills of Lading will be counter signed by  
GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, Sept. 8, 1917. 3097

THE

# LONDON DIRECTORY.

(PUBLISHED ANNUALLY)

ENABLES readers throughout the World  
to communicate direct with English  
MANUFACTURERS & DEALERS.

In each class of goods. Besides being a  
complete commercial guide to London and  
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with the goods they ship, and the Colonial  
and Foreign Markets they supply.

STEAMSHIP LINES

arranged under the Ports to which they sail,  
and indicating the approximate sailings.

PROVINCIAL TRADE NOTICES

of leading Manufacturers, Merchants, etc.,  
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industrial centres of the United Kingdom.

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their trade cards for 2s. or larger adver-  
tisements from 2s.

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# JAPANESE MAKERS.

Every kind of Footwear

MADE

TO

ORDER



OHERRY & CO.,

PRINCE STREET,

Opposite Hongkong Hotel.

Telephone No. 491.

Hongkong, March 20, 1914.

# "CHINA MAIL"

# OVERLAND EDITION.

THE BEST WEEKLY NEWS-  
PAPER FOR ALL INTERESTED  
IN HONGKONG AND CHINA  
GENERALLY.

ORDER IT BEFORE GOING

HOME, AND THUS KEEP IN  
CLOSE TOUCH WITH THE  
COLONY.

# INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION).

FOR STEAMERS TO SAIL

MANILA..... LOONGSANG..... SATURDAY, Sept. 15, at 3 p.m.

HAIPHONG..... LOONGSANG..... SUNDAY, Sept. 16, at 7 a.m.

TIENTSIN via WEIHAWEI..... CHIPSHING..... TUESDAY, Sept. 18, at Noon.

SANDAKAN..... MAUSANG..... SATURDAY, Sept. 22, at Noon.

MANILA..... TUENSANG..... SATURDAY, Sept. 22, at 3 p.m.

CALCUTTA LINE.—Three sailings per month from Hongkong to Calcutta calling  
at Singapore and Penang.

Returning from Calcutta steamers, proceed to Kobe and Moji, frequently  
calling at Shanghai.

These steamers have excellent passenger accommodation, are fitted with  
electric light and carry a fully qualified Surgeon. This line is temporarily  
disorganised owing to the war. Particulars on application.

SHANGHAI LINE.—Sailings approximately every five days between Canton  
and Shanghai, sometimes calling at Swatow.

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## To-day's Advertisements

## NOTICE TO CONSIGNEES.

**CONSIGNEES per Steamer "RAZIL"**  
are hereby notified that the Cargo will be discharged into Hols' Wharf, Kowloon, where it will be at Consignee's risk. The Cargo will be ready for delivery from Godown on and after 10th September. Optional cargo will be landed, unless notice has been given prior to steamer's arrival.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period. No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 15th September will be subject to rent. All Claims against the Steamer must be presented to the Underwriter on or before the 20th September or they will not be recognized.  
No Fire Insurance will be effected.  
**BUTTERFIELD & SWIRE,**  
Agents for Charterers.  
Hongkong, Sept. 14, 1917. 2105

## NOTICE TO CONSIGNEES.

**OCEAN STEAMSHIP CO., LTD.**  
AND  
**CHINA MUTUAL STEAM NAVIGATION CO., LTD.**

**CONSIGNEES per Company's Steamer "AN ENOR"**  
are hereby notified that the Cargo will be discharged into Hols' Wharf, Kowloon, where it will be at Consignee's risk. The Cargo will be ready for delivery from Godown on and after 10th Sept. Optional cargo will be landed, unless notice has been given prior to steamer's arrival.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period. No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 15th Sept. will be subject to rent. All Claims against the Steamer must be presented to the Underwriter on or before the 20th Sept. or they will not be recognized.  
No Fire Insurance will be effected.  
**BUTTERFIELD & SWIRE,**  
Agents.  
Hongkong, Sept. 14, 1917. 2105

## NOTICE TO CONSIGNEES.

**OCEAN STEAMSHIP CO., LTD.**  
AND  
**CHINA MUTUAL STEAM NAVIGATION CO., LTD.**

**CONSIGNEES per Company's Steamer "THIRIAS"**  
are hereby notified that the Cargo will be discharged into Hols' Wharf, Kowloon, where it will be at Consignee's risk. The Cargo will be ready for delivery from Godown on and after 8th Sept. Optional cargo will be landed, unless notice has been given prior to steamer's arrival.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period. No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 15th Sept. will be subject to rent. All Claims against the Steamer must be presented to the Underwriter on or before the 20th Sept. or they will not be recognized.  
No Fire Insurance will be effected.  
**BUTTERFIELD & SWIRE,**  
Agents.  
Hongkong, Sept. 14, 1917. 2104

## EXCHANGE.

Hongkong, Sept. 14, 1917.

On London	2 1/2
On demand	2 1/2
On 30 days sight	2 1/2
On 4 months sight	2 1/2
On 6 months sight	2 1/2
On 9 months sight	2 1/2
On 12 months sight	2 1/2
On 15 months sight	2 1/2
On 18 months sight	2 1/2
On 21 months sight	2 1/2
On 24 months sight	2 1/2
On 27 months sight	2 1/2
On 30 months sight	2 1/2
On 33 months sight	2 1/2
On 36 months sight	2 1/2
On 39 months sight	2 1/2
On 42 months sight	2 1/2
On 45 months sight	2 1/2
On 48 months sight	2 1/2
On 51 months sight	2 1/2
On 54 months sight	2 1/2
On 57 months sight	2 1/2
On 60 months sight	2 1/2
On 63 months sight	2 1/2
On 66 months sight	2 1/2
On 69 months sight	2 1/2
On 72 months sight	2 1/2
On 75 months sight	2 1/2
On 78 months sight	2 1/2
On 81 months sight	2 1/2
On 84 months sight	2 1/2
On 87 months sight	2 1/2
On 90 months sight	2 1/2
On 93 months sight	2 1/2
On 96 months sight	2 1/2
On 99 months sight	2 1/2
On 102 months sight	2 1/2
On 105 months sight	2 1/2
On 108 months sight	2 1/2
On 111 months sight	2 1/2
On 114 months sight	2 1/2
On 117 months sight	2 1/2
On 120 months sight	2 1/2
On 123 months sight	2 1/2
On 126 months sight	2 1/2
On 129 months sight	2 1/2
On 132 months sight	2 1/2
On 135 months sight	2 1/2
On 138 months sight	2 1/2
On 141 months sight	2 1/2
On 144 months sight	2 1/2
On 147 months sight	2 1/2
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On 288 months sight	2 1/2
On 291 months sight	2 1/2
On 294 months sight	2 1/2
On 297 months sight	2 1/2
On 300 months sight	2 1/2

## Temperatures.

Hongkong, September 14, 1917.	
Barometer	29.82
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Thermometer	81.10
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